



Federal Lands Transportation Program Accomplishments

Fiscal Year 2014





Grand Teton National Park - Crews construct multi-use pathway installing tactile warning panels at all intersections. NPS Photo.

Cover: Construction on the Foothills Parkway at Great Smoky Mountains National Park. NPS Photo.



Introduction

America's national parks are some of the most treasured and valued places in the country, providing natural and cultural value to each new generation. Transportation systems in the parks are celebrated as exemplars of the harmonious integration of engineering and landscape architecture. Every day, hundreds of thousands of people visit America's 407 national parks units covering 84 million acres. The NPS recorded almost 294 million visitors in 2014, averaging over 805,000 visitors daily. Visitors spent \$15.7 billion in the local regions surrounding the parks. The contribution of this spending to the national economy is 277,000 jobs, \$10.3 billion in labor income, and \$17.1 billion in value added.¹

“For the majority of visitors who rarely stray from the paved path, park roads provide access to key destinations and afford carefully choreographed excursion through landscapes of scenic and historic interest. The NPS is continually exploring means of reducing the environmental impacts of park transportation and remains committed to the ideal that the special places that serve as sources of solace and wellsprings of American identity remain accessible to the public in a manner that preserves their ability to provide similar inspiration for future generations”.²

In turn, because of the value national parks provide to all Americans, the construction, maintenance, and modernization of the public's access to them is a federal responsibility. Funding constraints have exacerbated the level of deferred maintenance threatening the safety of the traveling public and closure of deteriorated roads and bridges.

This document reports the goals and achievements of the National Park Service Federal Lands Transportation Program funding (FLTP) in Fiscal Year 2014 (FY14), as required by the Implementation Guidance for the Federal Lands Transportation Program.³

Train cars receiving repairs at the **Cuyahoga Valley National Park** Fitzwater Maintenance Facility. NPS Photo.

System Definition

Based on the NPS Transportation Reauthorization Resource Paper, May 2013, and subsequent data collection, the NPS Federal Lands Transportation Program (FLTP) system is composed of:



Roads, Bridges, and Parking Areas

The NPS roadway system is categorized by NPS Functional Classes (FC). All paved roads with a functional classification that indicates the facilities are open to the public are part of the FLTP system. This includes the parking areas and structures (bridges and tunnels) associated with these roadways. In general, roads designated as Urban Parkways or Principal Park roads (functional class 1) are typically, but not always, high use facilities. High use is often relative to other NPS roads within a given park unit.

Revenue generation for gateway communities and local/regional economies certainly occurs as a result of transportation facilities (roads in particular) being constructed and maintained within and adjacent to National Park units. Each park unit is typically created with its own enabling legislation, and in general the NPS transportation network is developed and maintained to support the specific congressional intent for each park, within the context of the Organic Act.

Trails

FLTP front country trails are pathways for non-motorized use that connect built facilities to popular over-looks, other tourist destinations, and local communities. Front country trails are typically paved or have some other hardened surface and may provide an interface between different transportation modes and many times serve as the primary transportation facility linking visitors with the resources they've come to see and experience. Front country trails are identified in the NPS asset management program - the Facility Management Software System (FMSS) - as those with a designation of either "front country" or "urban".

Transit

Transit systems within the FLTP inventory are defined as systems which:

1. Move people by motorized vehicle on a regularly scheduled service;
2. Operate under one of the following business models: concessions contract; service contract; partner agreement including memorandum of understanding, memorandum of agreement, or cooperative agreement (commercial use authorizations are not included); or NPS owned and operated; an
3. All routes and services at a given unit that are operated under the same business model by the same operator are considered a single NPS transit system.

The NPS National Transit Inventory was conducted in 2012 and 2013 and serves as the basis for the systems identification and eligibility for FLTP and Emergency Relief for Federally Owned Roads (ERFO) funds. Building on the previous two years of data collection and working across multiple branches, NPS is currently collecting data for 2014. Ultimately this inventory will form the foundation for performance management of NPS transit systems and will be integrated with NPS and Department of the Interior systems of record to report asset management, operational, and financial information about transit systems.



Results from FY14

Program-Level Obligations

In FY14, NPS obligated just over \$250 million in projects (see Table 1 and Table 2).

Table 1 - FY14 NPS FLTP Obligations by Work Category and NPS Region (Thousands)

Federal Highway Administration Office of Federal Lands Highway, Park Roads and Parkways Transportation Allocation Tracking System

	Planning (5% Cap)	Category I/3R	Category I/4R	Category II	Category III	Total
AKR	\$170	\$4,419	\$441	-	\$351	\$5,382
DSC	-	\$1,152	\$0	-	\$225	\$1,377
IMR	\$27	\$37,585	\$30,658	-	\$1,754	\$70,023
MWR	-	\$4,272	\$3,282	-	\$2,396	\$9,950
NCR	-	\$35,221	\$1,125	-	\$1,116	\$37,462
NER	-	\$14,751	\$40	-	\$1,796	\$16,587
PWR	-	\$47,516	\$516	-	\$1,244	\$49,267
SER	\$8	\$35,728	\$5,666	\$1,361	\$2,314	\$45,078
WAS	\$10,078	\$3,632	\$286	\$9	\$1,086	\$15,091
Total	\$10,275	\$184,276	\$42,015	\$1,370	\$12,282	\$250,217

Joshua Tree National Park – Pinto Basin Road Project. This 24 mile project consisted of pulverizing the existing road pavement, overlaying, and modifying the varying width (20 to 22 ft) width to a consistent 26 foot width, formalizing parking, and improving accessibility. NPS Photo.

Table 2 - FY14 NPS FLTP Activity and Subactivity Obligations for Construction Projects (Thousands)

Federal Highway Administration Office of Federal Lands Highway, Park Roads and Parkways Transportation Allocation Tracking

<i>Activity and Subactivity</i>	<i>Obligations</i>
Construction Contract (CN)	\$184,873K
Awards	\$213,663K
Mitigation	\$5K
Modifications	\$5,121K
NRCS	\$756K
Other	\$5,282K
De-obligation	(\$39,954K)
Preliminary Engineering (PE)	\$22,426K
Compliance	\$2,090K
Design	\$23,067K
De-obligation	(\$2731K)
Construction Engineering (CE)	\$21,462K
Compliance Monitoring	\$1,139K
Construction Management	\$22,877K
De-obligation	(\$2,554K)
Planning (PL)	\$13,397K
Transportation Planning	\$13,984K
De-obligation	(\$587K)
Admin (AD)	\$8,059K
Program Administration	\$8,199K
De-obligation	(\$140K)
Grand Total	\$250,217K

Note: This table includes a \$19.9 million loan-borrow project at CRLA and does not include takedowns and rescissions.

Paved & Unpaved Roads

Baseline Data

Paved Roads and Parking Areas

The NPS manages the Road Inventory Program (RIP) in collaboration with Eastern Federal Lands Highway Division (EFLHD) to maintain a comprehensive inventory and condition assessment of all paved roads and parking areas in the NPS. The condition assessment includes IRI as well as other industry standard distress metrics and generates a Pavement Condition Rating (PCR) that is used in conjunction with a pavement management system (the Highway Pavement Management Application, HPMA, also operated in cooperation with EFLHD). The pavement management system is used to help establish realistic pavement performance metrics and inform investment decisions. The PCR is a 0-100 scale rating system.

Unpaved Roads

The NPS does not collect Pavement Surface Evaluation and Rating (PASER) data on the condition of its unpaved roads on a network level. The NPS completed a pilot effort in 2014 to develop and evaluate an unpaved road rating mechanism based upon PASER for all Federal land management agencies and the State of Alaska in the Alaska Region; the results indicated possible benefits from uniform, combined condition assessments, but further effort would be required to standardize road categorization between bureaus and to implement data collection on a regular intervals that would provide meaningful input for asset managers and maintenance staff.

Unpaved roads are identified as a future initiative due to the limits set: (1) by Congress as it relates to priorities and understanding the NPS has many more needs for planning and the management systems than available dollars due to the 5% planning cap and (2) the NPS has an overwhelming backlog of deferred maintenance needs on the paved roads and bridges. With the exception of Alaska Region, NPS places priority on development of the management systems for paved roads and bridges. The current focused initiative is costing more than is available under the 5% cap. Accordingly, unpaved roads will be addressed under future initiative.

FY14

Paved Roads

In FY14, FLTP funds improved the condition of about 214 miles of NPS roads at a cost of \$121.8 million (see Table 3).

NPS ultimately would like to improve the Service-wide Pavement Condition Rating (PCR) to 85; however, asset management analysis indicates that this is not possible under the current FLTP funding level. Despite FY14 investments, the PCR for public paved roads and parking areas declined over the course of the year (see Figure 1).

Unpaved Roads

The NPS does not collect PASER data on the condition of its unpaved roads on a network level. See information above.

Table 3

FY14 NPS FLTP Road Projects by Work Category

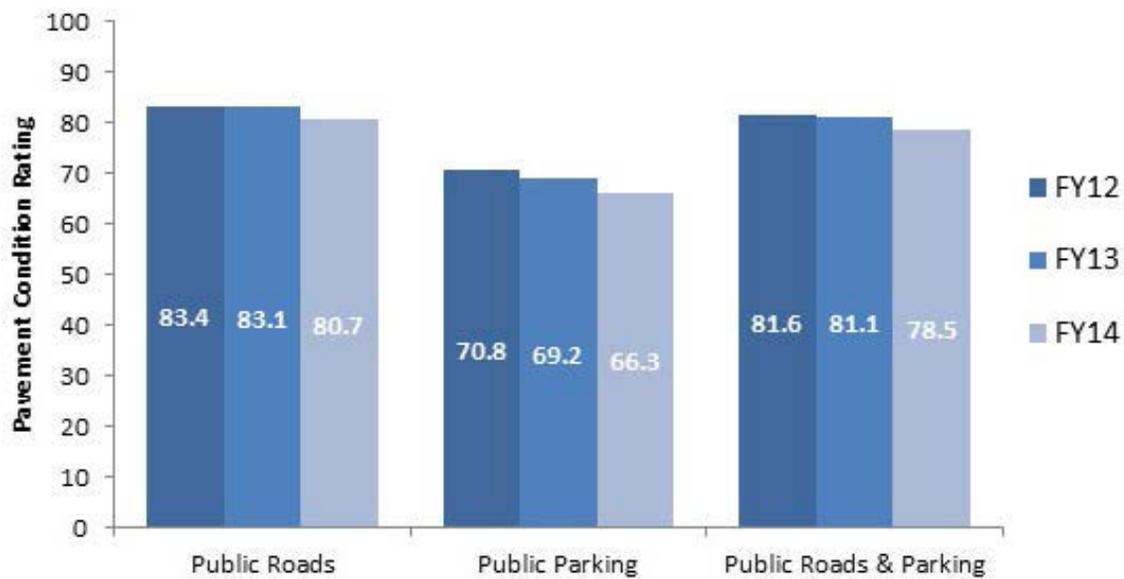
Federal Highway Administration Office of Federal Lands Highway

Construction Category	Miles of Road	Number of Projects
PM	126	15
Rehabilitate	45	17
4R	23	5
Repairs	20	9
Total	214	48



Joshua Tree National Park – constructing sidewalk at Porcupine Wash parking area. NPS Photo.

Figure 1
Change in Pavement Condition Rating, FY2012-FY2014
 Federal Highway Administration Office of Federal Lands Highway





Bridges

Table 4 - FY14 NPS FLTP Bridge Projects by Work Category

Federal Highway Administration Office of Federal Lands Highway

Construction Category	Miles of Bridge	Number of Bridges
Repair	5	62
Rehabilitate	42	38
Replace	1	2
New	2.5	2
Total	50.5	104

Table 5 - Change in Bridge Health Index

Federal Highway Administration Office of Federal Lands Highway

	FY12	FY13	FY14
Servicewide BHI	0.909	0.912	0.896
Servicewide BHI (omits the Arlington Memorial Bridge) ⁶	0.924	0.927	0.919
Number of Structurally Deficient Bridges	43	43	42
% of NPS Bridges that are Structurally Deficient	3%	3%	3%

Foothills Parkway – Construction of the ‘Missing Link’. Completion of the missing link was ongoing in 2014 including \$48.4 million in construction awards to date. An additional \$29 million is needed to complete full depth reclamation on a completed portion of the parkway that was never opened to the public. NPS Photo.

Baseline Data

The NPS manages the Bridge Inspection Program (BIP) in collaboration with Eastern Federal Lands Highway Division (EFLHD) to maintain a comprehensive inventory and condition assessment of all major transportation bridges and tunnels in the NPS. The inspection program is compliant with National Bridge Inspection Standards (NBIS). The condition assessment generates a bridge rating that is used in conjunction with a bridge management system that utilizes Pontis. The management system is used to help establish realistic bridge performance metrics and inform investment decisions. Due to the health and safety risk associated with an unsafe bridge, NPS policy is to make bridges a priority for rehabilitation.

FY14

In FY14, FLTP funds improved the condition of 104 NPS bridges at a cost of \$61.5 million (see Table 4).

The last reported change in the Servicewide Bridge Health Index (BHI)⁵ for public motor vehicle structures decreased from 0.927 to 0.919 (-0.87%) excluding Arlington Memorial Bridge and from 0.912 to 0.896 (-1.79%) including Arlington Memorial Bridge (see Table 5). There was no change in the number or percentage of structurally deficient bridges. As bridges are inspected on a two year cycle, the BHI does not specifically account for changes from the beginning to the end of FY14. The condition of tunnels is including in BHI.



Safety

Baseline Data

The NPS has developed a national crash database which stores and analyzes crash records received from field units. This database, currently titled the Traffic Accident Reporter (TAR), replaces the Servicewide Traffic Accident Reporting System (STARS) which is no longer functional. This database will form the backbone of a future Transportation Safety Management System (TSMS). The Draft NPS national long range transportation plan establishes a performance measure to complete and implement the TSMS within 5 years.

Recent efforts to update crash information have resulted in the recovery of over 80,000 recent records that were not in any national system previously. The Department of the Interior has instituted a new reporting system called the Incident Management, Analysis and Reporting System (IMARS) where crash records are collected.

This system will have a Model Minimum Uniform Crash Criteria (MMUCC) compliant crash module for recording crashes. Deployment of IMARS, including functionality to collect crash records, is currently delayed. The NPS is hopeful that IMARS and a functional crash module will be deployed in 2015. The Department of the Interior is leading the IMARS effort (for all Department bureaus) and the crash module development.

FY14

A Transportation Safety Management System is currently being developed, and collection and reporting of fatalities and injuries is a key requirement of that system. Currently, the system is only partially operational but the system capacity will improve over time. The current goal is to have a fully operational system within five years.

Foothills Parkway – The parkway will provide visitors with views of the Smoky Mountains, giving visitors the opportunity to fully appreciate their grandeur and extent. NPS Photos.

Agency Defined Goal Areas

Baseline Data

The Draft NPS National Long Range Transportation Plan (LRTP) identified a strategic path forward to achieve a 20 year vision for the NPS transportation system in terms of facility management, transportation finance, resource protection, visitor experience, and safety (described in the table below). Title 23, section 203, (b), (2), (B), (iii) identifies, "the resource and asset management goals of the Secretary of the respective Federal land management agency." Accordingly, the plan outlines short- and long-term investment strategies to address transportation needs and meet the National Park Service's transportation goals and objectives. It also complements LRTPs either already completed or underway in NPS regions. The national effort included the collection of baseline data and selection of performance measures. Although quantitative baseline and target information are not provided below, the NPS is exploring the path forward towards making these goal areas measurable to be accountable and to celebrate successes.

In April of 2014, the Intermountain Region completed their first long range transportation plan (LRTP). The plan looks at a 20 year timeline and will help the region invest in transportation assets making wise financial decisions with the limited funds projected to be available. Performance measures identified in the plan will be monitored every year with a report card prepared every two years. In five years the LRTP will be updated. The region coordinated with the state DOT's in all six states in the region to identify common issues.

In addition to the above described data collection approaches to support the national NPS LRTP goals, the Washington Support Office is sponsoring data collection initiatives related to transportation operations.

Vehicle Counts

Over the next five fiscal years (FY15-20), with the continued strong support from the Federal Highway Administration, the NPS is rehabilitating, modernizing, and expanding the Traffic Monitoring Program, known as the Field Operations Technical Support Center (FOTSC) from 35 park units to 50 park units. FOTSC traffic counters are installed in permanent traffic count stations and count traffic every day of the year and store the data in hourly increments. Traffic data will be accessible and inform the four NPS management systems (pavement, bridge, safety and congestion). The data will also be available to NPS and FHWA planners/designers, the NPS Public Use Statistics Office, and law enforcement at each park unit. FOTSC is in the process of procuring a traffic database that will improve quality assurance/quality control and automatically communicate with other data systems.

Transit

At the time of this writing, the NPS is updating its servicewide transit inventory for 2014. For 2013, NPS identified 131 transit systems in 66 units accounting for 26.9 million passenger boardings. The large drop in passenger boardings between 2012 and 2013 (approximately 19%) reflects the sixteen day Federal government shutdown in October 2013 and the temporary closure of the Statue of Liberty and Ellis Island due to Hurricane Sandy (resulting in a 6 million drop in passenger boardings). 44 of these systems provide critical access to an NPS unit or site that is not otherwise readily accessible to the public due to geographic constraints, park resource management decisions, or parking lot congestion. Data collection for 2014 seeks to further develop a transit performance management baseline and greenhouse gas emissions estimates. The 2014 inventory will also update vehicle age and recapitalization needs for NPS-owned vehicles. NPS is working to integrate systems and vehicles identified in the inventory into NPS systems of record.

Other Data

The NPS is in the process of developing an environmental sustainability evaluation system for transportation projects (the Innovative and Sustainable Transportation Evaluation Process and Guidance, INSTEP). This will be used in the future to help ensure transportation projects contribute to various resource protection goals of the agency. The evaluation tool is being developed in a management system environment. NPS has also developed a congestion management tool kit for use in addressing the types of congestion typically found in national park units.

FY14

As outlined above, the NPS National Long Range Transportation Plan identified a strategic path forward to achieve a 20 year vision for the NPS transportation system and identified baseline data and performance measures. No data is available to assess the outcomes from FY14 obligations.



Valley Forge National Historical Park – Trailhead Development and Construction of Yellow Springs Trail. The contractor designed and built a 30 car parking lot and 1.5 miles of multi-use path. This context-sensitive project blends with the cultural landscape that surrounds a covered bridge and includes a gabion wall to retain an 8' path on the steep banks of a creek. NPS Photo.

Goal Area	Key Findings
Facility Management Goal: Sustainably manage NPS transportation facilities and services	<ul style="list-style-type: none"> ▪ Not all transportation facilities are of equal importance to visitors or park unit operations, and in times of fiscal constraint it becomes increasingly necessary to target transportation investments to the highest priority facilities. ▪ Understanding outcomes of preventive maintenance spending, will improve the ability of the National Park Service to project future funding needs and lifecycle costs. ▪ The challenge of climate change requires an adaptive, forward-looking approach to transportation facility management.
Transportation Finance Goal: Allocate available transportation funding wisely	<ul style="list-style-type: none"> ▪ The National Park Service forecasts \$391 million in annual transportation funding but \$1.38 billion in annual needs, leaving an annual gap of \$993 million (in 2012 dollars). ▪ The investment needs of the highest priority needs alone total \$613 million annually, exceeding forecasted funding by more than 50%. ▪ The National Park Service can improve the cost effectiveness of investments, increase useful service life, reduce total cost of facility ownership, and reduce deferred maintenance by emphasizing facility priority in the programming process, coordinating financial strategies among different levels of the organization and funding program managers, and fulfilling operations and preventative maintenance needs.
Resource Protection Goal: Protect and preserve natural and cultural resources	<ul style="list-style-type: none"> ▪ The NPS transportation system can negatively impact natural processes and can pose significant threats to the quality and integrity of sensitive resources and healthy ecosystems within and adjacent to NPS areas. ▪ Many NPS transportation assets are themselves cultural resources to be enjoyed by park visitors and must be maintained at a high standard and in a context-sensitive manner. ▪ Although significant progress has been achieved in the last five years at reducing greenhouse gas (GHG) emissions from the transportation sector, further efforts to reduce emissions and sustain these cuts will be necessary in order for the National Park Service to maintain its position as a climate leader and to meet its overall GHG emission reduction goals.
Visitor Experience Goal: Maintain and enhance the quality of visitor experiences	<ul style="list-style-type: none"> ▪ By reducing transportation barriers – particularly for urban residents, minority communities, and people with disabilities – and managing congestion, the National Park Service will be better able to fulfill its mission by increasing access to opportunities for enjoyment, education, and inspiration for this and future generations. ▪ The NPS transportation system must keep pace with the evolving needs and expectations of visitors, including their growing use of and reliance on technology.
Safety Goal: Provide a safe transportation system for all users	<ul style="list-style-type: none"> ▪ While visitor and workforce safety are among the highest priorities of the National Park Service, motor vehicle crashes remain a leading cause of serious injuries and fatalities within the agency. ▪ Improved data collection combined with performance-based planning approaches will allow the National Park Service to identify motor vehicle crash trends, improve prevention strategies, and implement safety counter-measures that increase safety on its transportation networks. ▪ Developing a comprehensive safety management system to collect, analyze, and report transportation safety data is essential for all NPS safety programs, policies, and practices.

FOOTNOTES

- 1 2014 National Park Visitor Spending Effects: Economic Contributions to Local Communities, States, and the Nation; http://www.nature.nps.gov/socialscience/docs/VSE2014_Final.pdf.
- 2 From NPS Director Jonathan Jarvis, 2014 Forward: National Park roads: Balancing Preservation and Access in America's Most Treasured Landscapes.
- 3 Implementation Guidance for the Federal Lands Transportation Program; <http://www.fhwa.dot.gov/map21/guidance/guidefltp.cfm>
- 4 Also within the FLTP transportation system, the important granular surfaced roads in Alaska Region where it is more economical and practical to provide rubber wheel access by granular surfaced roads.
- 5 The bridge health index (BHI) is an industry-standard nationally recognized metric of the current physical condition of a bridge compared to its like new condition. The BHI is a ratio of the value remaining in the bridge over its current replacement value.
- 6 The Arlington Memorial Bridge is an important cultural resource and an integral part of the Washington, DC commuter and evacuation road network. The Memorial Bridge is structurally deficient and will require approximately \$250 million for its rehabilitation before 2025. The magnitude of this requirement dwarfs the needs of any other bridge and represents more than 40% of the NPS bridge needs. Because of this the NPS has chosen to represent its needs separately from its other bridge needs so that these other needs are properly represented.

Appendix: Table of Project Obligations

Federal Highway Administration Office of Federal Lands Highway, Park Roads and Parkways Transportation Allocation Tracking System

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
Alaska Region	\$170K	\$4,419K	\$441K		\$351K	\$5,382K
AKRO		\$329K				\$329K
Collect baseline road soils data to facilitate out-year project designs		\$129K				\$129K
Regional FLHP Program Coordination		\$200K				\$200K
DENA	\$170K	\$4,118K	\$493K		\$8K	\$4,789K
Amend Denali National Park Gravel Acquisition Plan		\$50K				\$50K
Denali Long Range Transportation Plan	\$170K					\$170K
Develop a Sustainable Solution to Protect the Denali Park Road From Flood Induced Debris Deposition		\$87K				\$87K
Eagle's Nest Corner at MP 67.5 and Process Gravel at Toklat for Upcoming FHWA Projects Environmental Mitigation		\$5K				\$5K
FY14 Perform Gravel Scrape And Process Material for Park Road		\$237K				\$237K
Increase Public Safety by Retrofitting Guard Rails On Five Denali Park Bridges		\$395K				\$395K
Perform Gravel Scrape And Process Material -Toklat River		\$0K				\$0K
Provide Safe Pedestrian Crossing of Savage River at Mile 13 Denali Park Road.					\$8K	\$8K
Reclaim Lost Road Surface Gravels between Miles 15 to 22		\$490K				\$490K
Reconstruct Upper Hogan Creek Drainage		\$1,767K				\$1,767K
Repair 1.4 miles of Park Road Near Porcupine Forest in Denali National Park		(\$60K)				(\$60K)
Repair and Rehabilitate Damaged and Deteriorating East Fork Toklat River Road Bridge		(\$2K)				(\$2K)
Repair Failing Road at Mile 45.4, Polychrome Slump		\$470K				\$470K
Replace Bridges That Cannot Be Seismically Retrofitted, Ghiglione Bridge			\$3K			\$3K
Replace Bridges That Cannot Be Seismically Retrofitted, Rock Creek Bridge			\$490K			\$490K
Replace Failing Cribbing and Culverts at Eagles Nest Corner, MP 67.5, Denali Park Road		\$258K				\$258K
Replace Failing Pavement on the Denali Park Road Milepost 0-3		\$211K				\$211K
Replace Failing Pavement on the Denali Park Road Milepost 12-15		\$5K				\$5K
Re-Stripe Worn Centerline Striping on the Main Denali Park Road, 2014		\$0K				\$0K
Stabilize Sliding Hillside Between Mileposts 24.3 and 25.0 of the Denali Park Road		\$205K				\$205K
KEFJ		(\$59K)	(\$51K)			(\$111K)
Plan and Construct Exit Glacier Road Modifications		(\$59K)				(\$59K)
Plan and Design Exit Glacier Road Modifications			(\$51K)			(\$51K)
KLGO		\$31K			\$30K	\$61K
Create ADA Compliant Trail to Connect with Municipality of Skagway Pullen Creek Stream Walk					\$30K	\$30K
Repair Dyea Old Townsite Road and Lost Lake Road		\$31K				\$31K

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
SITK					\$175K	\$175K
Construct Connection to Sitka Multimodal Seawalk					\$5K	\$5K
Rehabilitate Indian River Bridge					\$171K	\$171K
WEAR					\$138K	\$138K
Place Critical Safety Winter Tripods from Shishmaref to Cape Espenberg and Reconstruct Safety Cabin					\$138K	\$138K
Denver Service Center		\$1,152K			\$225K	\$1,377K
DESC		\$1,152K			\$225K	\$1,377K
DESC F2822 Transportation Program Assistance					\$225K	\$225K
DSC TRANSPORTATION DIVISION - UNDISTRIBUTED OVER-HEAD			\$507K			\$507K
Support for FLHP Revegetation Section at DSC			\$479K			\$479K
SUSTAINABLE PARK ROAD DESIGN & CONSTRUCTION PRACTICES			\$166K			\$166K
Intermountain Region	\$27K	\$37,585K	\$30,658K		\$1,754K	\$70,023K
ARCH		\$395K				\$395K
Rehabilitate Entrance Road (rt 10) for 17.4 miles and loop (rt 501) 0.8 mile			\$395K			\$395K
BAND		\$61K			\$67K	\$128K
Conduct Compliance for Emergency Flood Repair			\$61K			\$61K
Transportation Plan/Environmental Assessment					\$67K	\$67K
BICA		\$2,179K				\$2,179K
Slurry Seal Ft.Smith, MT Streets, Parking Lots, and Airstrip			\$2,179K			\$2,179K
BRCA					\$465K	\$465K
Design and Construct Multi-use Pathway					\$465K	\$465K
CACH		\$2K				\$2K
Rehabilitate 14.5 Miles of Route 10 and South Rim Spur Roads			\$2K			\$2K
CAVE				\$59K		\$59K
Prevent Cave Contamination by Reconstructing Parking Areas				\$59K		\$59K
CEBR		\$1,236K				\$1,236K
Perform Chip-Seal on Cedar Breaks Scenic Drive -HWY 148			\$1,236K			\$1,236K
CHIC		\$1,678K				\$1,678K
PPP Pavement Preservation Parkwide Roads and Parking Areas			\$1,678K			\$1,678K
CHIR		\$15K				\$15K
Mill and Overlay Bonita Road and Sugarloaf Road			\$15K			\$15K
DETO		\$434K				\$434K
PPP Devils Tower National Monument			\$434K			\$434K
DINO		\$6,714K				\$6,714K
Rehabilitate RT101 -Deerlodge Road			\$6,714K			\$6,714K

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
GLAC		\$4,481K	\$2,865K		\$292K	\$7,638K
Construct Additional Parking Module at the Apgar Transit Center, Design					\$102K	\$102K
Emergency Rehabilitation of Bridge 1430-005P, Lower McDonald Creek		\$90K				\$90K
Going-to-the-Sun Road Repairs - Avalanche to West Tunnel - Phase VII.		(\$419K)				(\$419K)
Integrated Plan for Glacier Transportation System-GTSR Corridor					\$190K	\$190K
Reconstruct Going-to-the-Sun Road - Ph VIII from Big Bend to Logan Pass			\$2K			\$2K
Reconstruct Swiftcurrent Creek Spillway Bridge			\$2,863K			\$2,863K
Rehabilitate GTSR Phase X		\$117K				\$117K
Rehabilitate GTSR Phase XII		\$110K				\$110K
Rehabilitate GTSR Phase XIII		\$4,144K				\$4,144K
Repair Windy Creek and Apikuni Road Bridges		\$400K				\$400K
Stabilize Many Glacier Road Slides and Rehabilitate Roadway		\$41K				\$41K
GLCA		\$73K				\$73K
Reconstruct Lees Ferry Access Road		(\$302K)				(\$302K)
Rehabilitate Wahweap Marina Access Roads.		\$374K				\$374K
GRCA		\$152K			\$208K	\$359K
Conduct and Complete a Needs Assessment for the South Rim's Visitor Transportation System					\$109K	\$109K
Construct and Replace Braking Pads along Hermit's Rest and Yaki Point Roads					\$0K	\$0K
Fabricate and Install South Rim Signage System					\$78K	\$78K
Implement Highway Advisory Radio to Enhance Use of Tusayan Shuttle Route					\$21K	\$21K
Perform Preservation Treatment on South Rim Roads, phase 2		(\$38K)				(\$38K)
Rehabilitate Yaki point and South Kaibab Roads and associated Parking Areas		\$3K				\$3K
Repave Cape Royal Road and Point Imperial Spur		\$187K				\$187K
GRKO		\$144K				\$144K
PMIS: Pavement Management, Resurface Paved Parking Areas		\$144K				\$144K
GRTE		\$3,130K				\$3,130K
Improve Safety for Shared-use Pathway System Users at Gros Ventre Junction by Constructing a Modern		\$54K				\$54K
Realign 2.5 mi of the Moose-Wilson Rd to Improve Safety & Restore Important Wildlife Habitat		\$214K				\$214K
Rehab of Four Miles of US Highway 89/26/191 from Snake River Overlook to Cunningham Cabin		\$59K				\$59K
Repair of Seven Miles of the North Park Road from Jackson Lake Lodge to Leeks Marina		(\$968K)				(\$968K)
Repair of Six Miles of US Highway 89/26/191 from Craighead Hill to Snake River Overlook		\$3,771K				\$3,771K

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
IMRO	\$27K	\$1,597K			\$40K	\$1,663K
Develop MATOC Contract for Yellowstone and Grand Teton National Parks		\$57K				\$57K
IMR ATPPL/Cat III Program Assistance					\$40K	\$40K
IMR Engineering and Safety Studies		\$12K				\$12K
IMR Long Range Transportation Plan	\$27K					\$27K
IMR Pavement Preservation OH		\$1,062K				\$1,062K
IMR Regional Transportation Program Administration		\$460K				\$460K
IMRO Congestion Management Initiative		\$5K				\$5K
IMRO Project Proposal Development Support		\$1K				\$1K
LIBI		\$556K				\$556K
PPP Pavement Preservation Project		\$556K				\$556K
MEVE		\$1,582K			\$77K	\$1,660K
FHLP Pavement Preservation--Treat all Mesa Verde Paved Roadways		(\$109K)				(\$109K)
Resurface Headquarters Loop Road Route MEVE-0209 MP 0 to MP 1.18		\$1,691K				\$1,691K
Visitor Distribution and Transportation Plan					\$77K	\$77K
PAIS		\$77K				\$77K
Rehabilitate Main Park Road (Route 10)		\$77K				\$77K
PEFO		\$31K				\$31K
Rehabilitate 13.45 miles of Main Park Road		\$31K				\$31K
ROMO		\$86K	(\$269K)		\$3K	(\$180K)
Alternative transportation Study for Linking ROMO to Regional Transportation Authority					\$3K	\$3K
Bear Lake Road Reconstruction from VTS Parking to Trail Ridge Road Intersection (9.8 Lane Miles)			(\$269K)			(\$269K)
PPP Chip Seal Trail Ridge Road from Rainbow Curve to Alpine Visitor Center 2014		\$157K				\$157K
Resurface 8.1 Miles on Trail Ridge Road (Rainbow Curve to Gore Range Overlook)		(\$71K)				(\$71K)
SAGU		\$218K				\$218K
Emergency repair and Improve safety of Park Roads		\$204K				\$204K
Heavy 3R Kinney Rd		\$14K				\$14K
TICA			\$6K			\$6K
Redesign Road and Parking for Public Safety at Timpanogos Contact Station			\$6K			\$6K
WABA		\$91K				\$91K
PPP Pavement Preservation Parkwide Roads and Parking Areas		\$91K				\$91K
YELL		\$2,868K	\$27,997K			\$30,865K
3R Grand Loop Rd-Old Faithful to West Thumb		\$135K				\$135K
North Entrance Road-Gardiner Gateway Project			\$140K			\$140K
Pavement Preservation - FHWA Contract - FY15		\$2,733K				\$2,733K

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
Perform an Engineering & Resource Study for the North Entrance/Golden Gate/Gardiner RoadsFLHP04			\$42K			\$42K
Reconstruct Canyon Jct to Chittenden Road			\$18K			\$18K
RECONSTRUCT CHITTENDEN ROAD TO TOWER JCT. FLHP00			(\$546K)			(\$546K)
Reconstruct Fishing Bridge to Indian Pond Portion East Entrance Road 4R			\$59K			\$59K
RECONSTRUCT GIBBON FALLS TO TANKER CURVE ROAD FLHP00			\$96K			\$96K
Reconstruct Golden Gate to the North Entrance through Mammoth Hot Springs Phase 1 FLHP10			(\$43K)			(\$43K)
RECONSTRUCT SYLVAN PASS TO EAST ENTRANCE ROAD FLHP00			\$33K			\$33K
Reconstruct the Norris to Golden Gate Road, Phase 2			\$787K			\$787K
Reconstruct the Norris to Golden Gate Road, Phase I			\$21,796K			\$21,796K
Rehab/Replace the Isa Lake Bridge			\$5,564K			\$5,564K
Replace the Lamar River Bridge FLHP06			\$51K			\$51K
ZION		\$9,784K			\$602K	\$10,386K
Conduct Transportation Technical Analysis for Alternative Fuel Type and Fleet Replacement					\$0K	\$0K
Expand Visitor Center/Shuttle Parking Area					\$572K	\$572K
Provide Pre-Design for Vehicular Circulation from South Entrance to VC/Shuttle Complex					\$30K	\$30K
Reconstruct 9.9 Miles of Rts 12/14		\$9,754K				\$9,754K
Reconstruct Route # 10		\$30K				\$30K
Midwest Region		\$4,272K	\$3,282K		\$2,396K	\$9,950K
APIS					\$130K	\$130K
Town of Russell Little Sand Bay Road Access Improvement Matching Contribution					\$130K	\$130K
BADL		129127	\$3,094K			\$2,965K
Rehabilitate Loop Road (Phase IV)		(\$129K)				(\$129K)
Repair Cliff Shelf Landslide, Loop Road - Cedar Pass Hill			\$3,094K			\$3,094K
BUFF		\$5K				\$5K
Engineering Study in Buffalo Scenic River at the Tyler Bend and Buffalo Point sites		\$5K				\$5K
CUVA					\$1,562K	\$1,562K
Create Site Development Plan for Fitzwater Maintenance Facility					\$90K	\$90K
Develop preliminary transportation plan for Cuyahoga Valley National Park					\$22K	\$22K
Rehab/Replace Bridges 437 1/4, and 443 Valley Railway bridges over Memorial Parkway and Furnace Run					\$1,206K	\$1,206K
Rehab/Replace Bridges 441, 452, and 453 Valley Railway Bridges					\$244K	\$244K
FOLS			\$51K			\$51K
Demolish Failing Traffic Bridge and Construct New Pedestrian Bridge With Parking Facilities			\$51K			\$51K

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
HOME		\$377K				\$377K
Construct Turn Lanes at the Highway Intersection of Nebraska State Highway 4 and 75th Road		\$377K				\$377K
HOSP		\$325K				\$325K
Design and Construction Management for Repair of Hot Springs Mountain Drive Rock Wall		\$151K				\$151K
Rehab West Mountain Drive and Summit Road, Route 11 and 101		\$174K				\$174K
INDU		(\$48K)				(\$48K)
Rehab East State Park Road		(\$48K)				(\$48K)
MIMI		\$51K				\$51K
Jackson County Highway 8 (Cottonwood Road) Improvements Matching Contribution		\$51K				\$51K
MISS		\$34K			\$704K	\$738K
Complete and Implement Multi-modal, Alternative Transportation Plan for MISS					\$704K	\$704K
Develop Visual Resource Resource Protection Plan for Scenic Byways in MISS		\$34K				\$34K
MWRO		\$2,549K				\$2,549K
Engineering and Safety Studies-CFL		\$13K				\$13K
Engineering and Safety Studies-EFL		\$15K				\$15K
MWR Transportation Program Management, FY13 (A), FY 14 (B), & FY 15 (C)		\$105K				\$105K
Pavement Preservation Program - Indiana Dunes National Lakeshore		\$1,481K				\$1,481K
Pavement Preservation Program - Overhead Costs for BADL & MIMI; 2013		\$849K				\$849K
Pavement Preservation Program - Overhead Costs for Iowa, Illinois, Minnesota, Wisconsin		\$50K				\$50K
Pavement Preservation Program - Overhead Costs for Michigan and Ohio; 2012		\$37K				\$37K
OZAR		\$246K				\$246K
Rehabilitate Big Spring Highway Bridge		\$246K				\$246K
PERI				\$137K		\$137K
Realign Parks Main Tour Road				\$137K		\$137K
PIRO		\$87K				\$87K
Chapel Road Improvements Matching Funds		\$87K				\$87K
THRO		\$776K				\$776K
Resurface Routes 11A and 11E		\$776K				\$776K
National Capital Region		\$35,221K	\$1,125K		\$1,116K	\$37,462K
ANTI		\$0K				\$0K
Pave Parking Areas and Driveways		\$0K				\$0K
CATO				\$236K		\$236K
Repair Catocin Mountain Park 2011 Storm Damage				\$236K		\$236K
CHOH		\$289K	(\$230K)			\$59K
Repair Arizona Avenue Bridge		\$31K				\$31K

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
Repair Vehicle Bridge - Big Slackwater (85.35)		(\$50K)				(\$50K)
Resurface Parking Lots & Widen Entrance Road, Great Falls Park		\$307K	(\$230K)			\$77K
GWMP		\$6,460K	\$1,007K		\$513K	\$7,981K
Arlington Memorial Emergency Repairs; GWMP 11 (6)		\$21K				\$21K
Eliminate Safety Hazards on Mount Vernon Trail at Theodore Roosevelt Island Parking Lot					\$6K	\$6K
EQ 11 Emergency Repair/Rock Slide Stabilization.		(\$282K)				(\$282K)
FHLP Mount Vernon Trail Bridge 13 to 29					\$65K	\$65K
FHLP- Repair of outfall near Donaldson Run		(\$3K)				(\$3K)
FLHP - Clara Barton Rock Slide emergency repair		\$43K				\$43K
FLHP - East & West Boulevard and Northdown Road Mill and Overlay		(\$197)				(\$197)
FLHP - Reconstruct Humpback (Boundary Channel) Bridge for Acceleration Lane (#20P)			\$26K			\$26K
FLHP - Rehabilitate Bascule Span of the Arlington Memorial Bridge			\$979K			\$979K
FLHP - Rehabilitation of Route 123 Interchange on the George Washington Memorial Parkway			\$3K			\$3K
FLHP - Repair/Mill and Overlay SB ramps from National Airport 3300-027P and Bridge 3300-028 RT 233		\$179K				\$179K
FLHP Clara Barton Traffic Analysis - Reconfiguration at Lock 6		\$84K				\$84K
FLHP GWmp 1A109 Mill and Overlay , between Boundary Ch. bridge and north entrance to Airport		\$4,591K				\$4,591K
FLHP Pedestrian Bridge #9 reconstruction at the Mt. Vernon Trail (MVT)					\$10K	\$10K
FLHP SPOUT RUN PARKWAY AND RAMPS TO KEY BRIDGE (GWMP-0004, GWMP-0005, GWMP-0509A, GWMP-0509B)		\$1,990K				\$1,990K
Initiate and Complete Environmental Assessment for Memorial Circle Safety Improvements					\$432K	\$432K
Prepare a Scenic Vista Management Plan for George Washington Memorial Parkway		\$33K				\$33K
Repair Expansion Joint North GWMP and CBP		\$2K				\$2K
HAFE					\$83K	\$83K
Improve Existing HAFE Transit Maintenance Facility					\$83K	\$83K
MANA		\$913K			\$2K	\$914K
Conduct Feasibility Study for In-park Transportation System					\$2K	\$2K
Prepare Manassas By-Pass EIS for Relocation of U.S. Route 29 and State Route 234		\$232K				\$232K
Resurface Asphalt Roads and Parking Lots (N.Y. Avenue, Chinn Ridge Road, UnFRR) and A.D.A Trail		\$681K				\$681K
NACE		\$628K	\$112K		\$215K	\$956K
Conduct Environmental Assessment/Compliance for the Construction of the OXCO Hiker/Biker Trail					\$211K	\$211K
Improve Pedestrian Crosswalk at Suitland Parkway & Naylor Road		\$16K				\$16K
Improve the Pedestrian Crossing at Suitland Parkway and Forestville Road					\$4K	\$4K

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
Rehabilitate Anacostia Park Roads, Parking & Lighting and Construct Trail			\$112K			\$112K
Repair and Repave Asphalt Roads - Ft. Dupont Park		\$87K				\$87K
Repair Settling Approach Barrier Wall & Slab, Baltimore-Washington Parkway at MD Rt. 197		\$347K				\$347K
Repave Baltimore-Washington Parkway		(\$26K)				(\$26K)
Repave Greenbelt Park Roadways and Construct New Bridge		\$204K				\$204K
NAMA		\$4,693K				\$4,693K
FLHP - Constitution Avenue (23rd to 15th Streets)		(\$301K)				(\$301K)
Kutz Bridge Rehabilitation / Structure No. 3400-032P		\$639K				\$639K
Mill and Overlay of Maine Ave.		(\$98K)				(\$98K)
Rehabilitate Structure No 3400-033P Inlet Bridge Repair/ Rehab		\$25K				\$25K
Rock Creek and Potomac Parkway Bridge and Storage Rehabilitation		\$4,428K				\$4,428K
NCRO		\$185K		\$200K		\$385K
DSC Transportation Program Support (Pilot)		\$55K				\$55K
EVALUATE AND DEVELOP RECOMMENDATIONS FOR A PAVED TRAIL NETWORK WITHIN THE URBAN CORE OF THE NATIONAL					\$200K	\$200K
Provide Program Support for the National Capital Region Federal Lands Highway Program		\$130K				\$130K
POHE				\$103K		\$103K
Implement "A Development and Management Plan for the Potomac Heritage N.S.T. in Virginia"				\$103K		\$103K
PRWI		\$22K				\$22K
Repair South Fork Timber Bridge		\$22K				\$22K
Resurface 11 Miles of Road and Parking Areas and Repair Deteriorating Culverts		\$0K				\$0K
ROCR		\$21,923K				\$21,923K
Eliminate Unsafe Conditions, Resurface And Repair Beach Drive		\$21,359K				\$21,359K
Prepare Road Safety Audit for Rock Creek and Potomac Parkway		\$2K				\$2K
Rehabilitate Waterside Drive		\$291K				\$291K
Repair and Reconstruct Piney Branch Parkway and Stone Retaining Wall		\$31K				\$31K
Repave Rock Creek Parkway - P St. To Calvert Street		\$240K				\$240K
WOTR		\$108K				\$108K
Transportation, Traffic and Parking Study		\$108K				\$108K
Northeast Region		\$14,751K	\$40K		\$1,796K	\$16,587K
ACAD		\$2,784K			\$437K	\$3,220K
BRIDGE MANAGEMENT--2014 Rehabilitate Motor Road Bridges at Acadia National Park		\$2,254K				\$2,254K
Conduct Geometric Study of Cadillac Mountain Road		\$14K				\$14K
Convey Capital Costs for Island Explorer Transportation System					\$270K	\$270K

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
Develop An Integrated Multi-Modal Transportation Plan for Acadia National Park					\$104K	\$104K
Mill and Overlay 2" Visitor Center Parking Rt ACAD-0900 and Stanley Brook Rd Rt ACAD-0014		\$0K				\$0K
PAVEMENT MANAGEMENT - Rehabilitate Jordan Pond North Lot RT 0908		\$516K				\$516K
Rehabilitate Pier, Dock and Ramp at Isle au Haut Camp-ground					\$63K	\$63K
ADAM					\$75K	\$75K
Architectural Study for Adams Academy Transportation Hub					\$75K	\$75K
ALPO		\$0K				\$0K
Apply Microsurface Treatment Visitor Center Road Rt ALPO-0010		\$0K				\$0K
Apply Surface Treatment Staple Bend Tunnel Parking Lot Rt ALPO-0906		\$0K				\$0K
APCO		\$569K	\$40K			\$609K
Mill and Overlay 3" Lee Parking Rt APCO-0905			\$40K			\$40K
Pavement Management - Replace Curbing at Grant Head-quarter's Wayside Parking Area		\$64K				\$64K
Rehab Gordon Drive		\$500K				\$500K
Single Chip Seal North Carolina Parking Rt APCO-0901		\$4K				\$4K
ASIS		\$123K				\$123K
Install Asphalt Overlay to Bayberry Dr. Rte. ASIS 0010		\$123K				\$123K
CACO		\$2,777K			\$63K	\$2,840K
Correction of life/safety hazards and rehabilitation at Nauset Bike Trail					\$13K	\$13K
Development of plans for projects identified in the Outer Cape Bicycle Master Plan					\$50K	\$50K
Repave Province Lands Road		\$1,718K				\$1,718K
Replace Province Lands Road Bike Trail Tunnels		\$808K				\$808K
Resurface Coast Guard Beach bridge		\$251K				\$251K
COLO		\$104K				\$104K
COLO Parkway Pavement Management Plan		\$88K				\$88K
Provide Construction Supervision for sinkhole repairs PMIS 203619		\$12K				\$12K
Repair College Creek Bridge		\$4K				\$4K
DEWA		\$1,003K				\$1,003K
ARRA - Route 209 Safety Pilot Implementation		\$56K				\$56K
BRIDGE MANAGEMENT: DEWA Old Sussex County Bridge W-06		\$93K				\$93K
BRIDGE MANAGEMENT: DEWA US209 Mile .80 Bridge		\$206K				\$206K
ERFO 2013 Repair Little Egypt Rd (Old Toms Creek Bridge 4320-006P) over Toms Creek		\$40K				\$40K
PAVEMENT MANAGEMENT - DEWA US 209		\$19K				\$19K
PAVEMENT MANAGEMENT: DEWA River Road		\$569K				\$569K
Rehab Rt 209 14(5)MP16.1-18.1, 14(6)MP 0.0-4.2, 14(9) Toms Crk County Brdg, 14(10) Toms Crk Brdg		(\$2K)				(\$2K)

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
Rehabilitate U.S. 209 PLH DEWA 14(7) MP 4-16.1 & Raymondskill Creek Bridge 14(13). Structure # 014P		\$4K				\$4K
Sustain Continued Use of DEWA Arterial Loop Road		\$18K				\$18K
ELRO		(\$5K)				(\$5K)
Bridge Management - Repair the Valkill Bridge/Dam		(\$5K)				(\$5K)
FLNI		\$254K				\$254K
Complete Return Road, Tower of Voices, Reforestation, Allee and Trees and Trails		\$254K				\$254K
FONE		\$0K				\$0K
Apply Microsurface Treatment Treatment Visitor Center Parking Rt FONE-0900		\$0K				\$0K
FRHI		\$134K				\$134K
Mill and Pave Gallatin House Knoll Road		\$134K				\$134K
FRSP		\$102K				\$102K
Conduct Site Visit To Assess Existing and Future Traffic Patterns at Lee Drive		\$26K				\$26K
Pavement Management Hill-Ewell Drive, Route 0012		\$76K				\$76K
GATE		\$87K			\$98K	\$185K
Complete Rehabilitation of Riis Landing JBU					\$29K	\$29K
Rehabilitate Hartshorne Drive (Rt. 60/61)		\$87K				\$87K
Repair Riis Landing Bulkhead - CMR Services					\$69K	\$69K
GETT					\$167K	\$167K
Comprehensive Community Trails Plan/EA					\$167K	\$167K
HAMP		\$109K				\$109K
Relocate Park Entrance Road and Restore Cultural Landscape of West Field		\$109K				\$109K
HOFR		\$94K			\$195K	\$289K
Pavement Management - OT FY13 - Repave the Top Cottage Entrance Road		\$70K				\$70K
Pavement Management-Chipseal the Main Public Parking Lot		\$22K				\$22K
Pavement Management-OT FY13-Chipseal the Old Orchard Road-Route 0010		\$1K				\$1K
Pavement Management-OT FY13-Chipseal the Park Main Entrance Road		\$1K				\$1K
Phased Implementation of Alternate Transportation System (ATS)					\$9K	\$9K
Purchase Shuttle Bus for ATS at Rova					\$186K	\$186K
LOWE					\$150K	\$150K
Park Transportation Partnership Programs - Planning and Program Development Services					\$100K	\$100K
Pawtucket Falls Overlook Design and Environmental Compliance					\$50K	\$50K
Replace Boathouse Dock on Merrimack River					\$0K	\$0K
MORR		\$669K				\$669K
Perform Pavement Rehabilitation on Morristown Optimizer Band 2 Roads at Main Visitor Areas		\$487K				\$487K

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
Perform Pavement Rehabilitation on Morristown Optimizer Band 3 Roads - Main Access, Visitor Tour Rds		\$175K				\$175K
Perform Select Pavement Rehabilitation of Ft. Nonsense Parking Area		\$7K				\$7K
NEBE					\$22K	\$22K
NEBE/City of New Bedford Parking Partnership Project					\$22K	\$22K
NERI		\$37K			\$60K	\$97K
Pavement Management - Canyon Rim Visitor Center, Turkey Spur Road, & Turkey Spur Overlook Parking		\$37K				\$37K
Structural Inspection of Twelve Historic Train Trestles at NERI					\$60K	\$60K
NERO		\$1,098K			\$23K	\$1,120K
CAT I Support for ERFO SANDY DSC Support		\$588K				\$588K
Engineering Support for the Northeast Region Transportation Program		\$33K				\$33K
Enhance NER Transportation Safety Management System Program		\$205K				\$205K
NER Alternative Transportation System Plan Technical Support					\$16K	\$16K
NER FLT Program Design Support (FY 2014-2015)		\$118K				\$118K
NER Transportation Program Technical Support FY13		\$65K			\$6K	\$72K
Northeast Region Business Plan		\$14K				\$14K
Program Administration Support Funds		\$74K				\$74K
NPNH					\$6K	\$6K
NPNH Wayfinding Design Standards					\$6K	\$6K
SACR		\$2K				\$2K
Mill and Overlay 2" Saint Croix Island Ihs Access Road Rt and Parking SACR-0200 and 0900		\$2K				\$2K
SAGA		\$37K			\$20K	\$57K
Develop SAGA Project Proposals for Federal Lands Access Program					\$20K	\$20K
Resurface Caretaker's Parking - SAGA-901		\$37K				\$37K
SAHI		\$265K			\$183K	\$448K
Preservation and Surface treatment of Roads at Sagamore Hill - OT FY13		\$77K				\$77K
Preservation Surface Treatment RT-900		\$131K				\$131K
Reclaim and Reconstruct RT 907 Spur to Theodore Roosevelt Home		\$57K				\$57K
TRH LIC Accessible Walkway Rehabilitation					\$183K	\$183K
SARA		\$78K				\$78K
Emergency Slide Repairs to the Park Tour Road		\$78K				\$78K
SHEN		\$4,340K				\$4,340K
Pavement Management - Rehabilitate Swift Run Entrance and Exit Ramps (Routes 40 and 41)		\$331K				\$331K
Pavement Management - Repair Big Meadows Visitor Center and Wayside Parking Areas - RT 0925A&B		\$282K				\$282K
Pavement Management - Repair Park-Wide Road and Parking Area Surfaces, FY 2014		\$96K				\$96K

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
Pavement Management - Repair Skyline Drive North District from Mile 20.63 to Mile 23.18		\$1,185K				\$1,185K
Pavement Management - Repair Skyline Drive North RT 10A FY 2014		\$1,997K				\$1,997K
Pavement Management - Repair Skyline Drive Road Surface RT 10A		\$150K				\$150K
Pulverize and Overlay Simmons Gap Maintenance Parking Rt 936		\$299K				\$299K
STEA					\$298K	\$298K
Repair Diesel Locomotive # NKP 514					\$298K	\$298K
VAFO		\$88K				\$88K
PAVEMENT MANAGEMENT Preserve Asphalt Pavement on Outer Line Drive		\$79K				\$79K
Technical Assistance Value Analysis for Betzwood Pedestrian Bridge		\$10K				\$10K
VAMA		\$4K				\$4K
Pavement Management - Chipseal the Main Entrance Road - Route 0010		\$4K				\$4K
Pacific West Region	8067	\$47,516K	\$516K		\$1,244K	\$49,267K
CHIS					\$25K	\$25K
Improve Access to Scorpion Anchorage, Santa Cruz Island					\$25K	\$25K
CRLA	37067	\$23,374K				\$23,337K
Apply Surface Treatments -- Multiple Areas / Park-Wide		\$866K				\$866K
Reduce Rock Fall Hazards on Park Roads		\$1,983K				\$1,983K
Repair Broken Bridge Supports on Goodbye Bridge - Emergency Work		\$35K				\$35K
Repair Walkways, Railings and Drainage Chutes on Annie Creek and Goodbye Creek Bridges		\$626K				\$626K
Restore Safe Width of West Rim Drive (Route 14)		\$19,865K				\$19,865K
Traffic Coverage Counts in Pacific West Region Units	(\$37K)					(\$37K)
CRMO		(\$217K)				(\$217K)
Rehabilitate Loop Roads & Parking (phase II of II)		(\$217K)				(\$217K)
DEVA		(\$1,426K)				(\$1,426K)
Badwater Road Storm Repairs		\$0K				\$0K
Perform Chipseal on Emigrant Canyon Road and Charcoal Kilns Road for Pavement Preservation		(\$1,132K)				(\$1,132K)
Perform Pavement Preservation Chipseal on Rte 15 Badwater Road MPO-16		\$122K				\$122K
Reconstruct 7 Mile Segment - Rt. 011/Bonnie Clare Rd. (mile 0 to MP. 7)		(\$170K)				(\$170K)
Rehabilitate Bonnie Clare Road (Route No. 011) Road Segment from M.P. 40.0 to M.P. 20.0		(\$4K)				(\$4K)
Rehabilitate Ubehebe Crater Road		(\$242)				(\$242)
EUON					(\$15k)	(\$15K)
Replace Park Owned 18 Passenger Visitor Shuttle Bus (Mandatory/Only Visitor Access Mode)					(\$15K)	(\$15K)

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
FOVA		\$1,022K				\$1,022K
Slurry Seal Roads & Parking Lots (Pavement Preservation)		\$1,022K				\$1,022K
GOGA	\$29K	\$1,366K			\$204K	\$1,599K
Complete Design and Compliance for Vista Point Multi-use Connections to Fort Baker					\$50K	\$50K
Construct Accessible Link to Transit at Muir Beach					\$0K	\$0K
Develop the Environmental Analyses & Impact Statement for Water Shuttle Access to 3 park sites					\$59K	\$59K
Implement Congestion Management for GGNRA Park Lands					\$95K	\$95K
Perform Pavement Preservation Treatment on Various Roads & Parking Areas			(\$467K)			(\$467K)
Rehabilitate West Bunker and Mitchell Roads - Marin Headlands		\$1,305K				\$1,305K
Repair Baker Barry Tunnel Lining		\$528K				\$528K
Transportation Analysis for GMP - PLAN	\$29K					\$29K
GRBA		(\$121K)				(\$121K)
Apply Pavement Preservation Surface Treatments to Roads and Parking Areas, Parkwide			(\$121K)			(\$121K)
HALE		(\$22K)				(\$22K)
Rehabilitate Main Park Road, MP 11.2 to MP 14.8			(\$22K)			(\$22K)
HAVO		\$20K				\$20K
Rehabilitate 3 Miles of Crater Rim Drive, Kilauea Visitor Center, and Jagger Museum Parking Areas		\$20K				\$20K
JOTR		\$1,119K				\$1,119K
Reconstruct Park Route 11 - Sand Hill to Cottonwood		\$951K				\$951K
Reconstruct Park Route 11 - Gold Point to Sand Hill		\$168K				\$168K
LAKE		\$3,000K	(\$100K)			\$2,900K
Apply Pavement Preservation Treatment to Northshore Road		\$2,463K				\$2,463K
Construct Grade Control Structure #4 for Lower Las Vegas Wash Channel Stabilization				(\$342K)		(\$342K)
Rehab Echo Bay Access Road			(\$31K)			(\$31K)
Rehabilitate Katherine Access Road				\$242K		\$242K
Repair Eldorado Canyon Road Damaged in Flash Flood		\$600K				\$600K
Repair Flood Damaged West End Wash Culverts		33084				33084
Sealcoat and Chipseal Lakeshore Drive, Callville Bay Access Rd and Eldorado Canyon Rd		\$1K				\$1K
LAVO		\$13K				\$13K
Chip Seal Lassen Park Highway and Adjacent Parking Areas			(\$4K)			(\$4K)
Rehabilitate 10 Miles of Route 10 to Improve Visitor Safety			(\$1K)			(\$1K)
Replace Failing Road Surface in Vicinity of Sulphur Works Hydrothermal Feature		\$17K				\$17K
Re-Stripe Park Road 1 Year After Chipseal		\$0K				\$0K
MOJA		\$4,845K	\$207K			\$5,052K
Apply Pavement Preservation Treatments to Mojave National Preserve Roads		\$4,845K				\$4,845K

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
Reconstruct Segments of Kelbaker Road to Improve Safety			\$207K			\$207K
MORA		\$341K				\$341K
Rehabilitate Nisqually-Paradise Road (Route #014), Mile 0 to 6.2		(\$56K)				(\$56K)
Rehabilitate Nisqually-Paradise Road, MP 6.5 to 17.6		\$179K				\$179K
Rehabilitate Stevens Canyon Road (Route #013) Mile 0 to 5.0 and Mile 14.0 to 19.0		\$218K				\$218K
MUWO					\$122K	\$122K
Implement Muir Woods and Nearby NPS Parklands Transportation Improvements					\$50K	\$50K
Plan and Design Access Improvements at MUWO					\$72K	\$72K
NEPE		\$89K				\$89K
Repair Asphalt Roads, Parking Areas and Paths		\$89K				\$89K
NOCA		\$274K	\$249K			\$522K
Emergency Repairs - Cascade River Road at Boston Creek		\$210K				\$210K
Realign and Pave Five Miles of Stehekin Valley Road			\$249K			\$249K
Repair Flood Damaged Stehekin Valley Road at Thimbleberry Creek		\$64K				\$64K
OLYM		\$748K				\$748K
Perform Cyclic Maintenance on Road Tunnels, Hurricane Ridge Road		\$123K				\$123K
Rehabilitate Heart-of-the-Hills Parkway		\$1K				\$1K
Rehabilitate Route 11, Lake Crescent Road (US Hwy 101)		\$624K				\$624K
Rehabilitate Two Culverts on Route 12, Hurricane Ridge Road		\$1K				\$1K
PORE		\$668K			\$45K	\$712K
Chipseal and Apply Pavement Preservation Treatments to Various Roads and Parking Areas, Parkwide		\$244K				\$244K
Lease Buses for the Headlands and Limantour Beach Shuttles					\$45K	\$45K
Provide Matching Funds to Rehabilitate Sir Francis Drake Boulevard, M.P. 30.79 to 42.93.		\$423K				\$423K
PRES					\$0K	\$0K
Manage Parking at Crissy Field					\$0K	\$0K
PWRO		\$1,123K			\$52K	\$1,176K
Conduct Rockfall Hazard Mitigation Study on Yosemite NP Roads		\$15K				\$15K
FLTP Administration, PWRO		\$378K				\$378K
Provide FHWA Technical Assistance to PWR CA, HI and NV Parks		\$27K				\$27K
Provide FHWA Technical Assistance to PWR WA, OR, ID & MT Parks		\$30K				\$30K
PWR ATPPL/CAT III Planning Project					\$52K	\$52K
PWR-CFLHD Pavement Preservation Program, Preliminary and Construction Engineering		\$673K				\$673K
REDW		\$255K				\$255K
Perform Maintenance on Prairie Creek Bridge		\$100K				\$100K

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
Repair Structural Steel Bridges (Bridge Preservation)		\$57K				\$57K
Replace Vehicle Guardrails at Crescent Beach and Redwood Creek Overlooks		\$98K				\$98K
SEKI		\$7,476K	\$160K		\$250K	\$7,886K
Chip Seal 11.4 Miles Generals Highway and Ash Mtn Parking Sequoia N.P.		\$14K				\$14K
Chip Seal 29.9 miles of Roads, Associated Turnouts and Parking Areas in the Grant Grove District		\$38K				\$38K
Operate Giant Forest Contracted Visitor Transportation System FY2013					\$104K	\$104K
Operate Giant Forest Contracted Visitor Transportation System FY2014					\$146K	\$146K
Reconstruct 0.7 miles of Generals Highway - Amphitheater Pt. to Deer Ridge, Phase 1 of 2			\$31K			\$31K
Rehabilitate 7.5 Miles of the Generals Highway, Wolverton Road and Wolverton Parking Area		\$7,226K				\$7,226K
Rehabilitate and Resurface 8.7 miles of the Generals Hwy Little Baldy North to Pythian Camp Road		\$50K				\$50K
Rehabilitate Clover Creek Wastewater Collection System		\$132K				\$132K
Replace Kings River Road Bridge @ Cedar Grove (#8580-006P)			\$111K			\$111K
SEKI Bridge Preservation Project		\$16K				\$16K
SEKI: Rehabilitate 1 Mile Generals Highway (Deer Ridge to Eleven Range)			\$18K			\$18K
VALR					\$79K	\$79K
Conduct Alternative Transportation Study to Support GMP at VALR					\$79K	\$79K
WHIS		\$283K				\$283K
J.F. Kennedy Roadway Improvements Matching Contribution		\$283K				\$283K
WHMI		\$1K				\$1K
Repair and Armor Embankment at Mill Creek Bridge, Storm Damage 2009		\$1K				\$1K
YOSE		\$3,286K			\$482K	\$3,768K
Implement Transit Staging Areas for the Mariposa Grove of Giant Sequoias and the South Entrance					\$298K	\$298K
Install ITS and Transit Information Systems in the Southern and Northern Parts of Yosemite					\$120K	\$120K
Preserve 27 Miles Of Pavement On Wawona Road		(\$100K)				(\$100K)
Preserve Tunnels in Yosemite National Park		\$1,949K				\$1,949K
Rehabilitate Four Miles of Yosemite Valley Loop Road and One Mile of El Portal Road		\$662K				\$662K
Rehabilitate Tioga Road: Phase 1 of 3 - Mile post 0 (Crane Flat) to Mile post 13.5 (White Wolf CG)		\$186K				\$186K
Rehabilitate Tioga Road: Phase 1 of 3 - Mile post 0 (Crane Flat) to Mile post 13.5 (White Wolf CG)		\$363K				\$363K
Slope Scaling to Remove Hazardous Rocks along Primary Park Roads Phase II		\$225K				\$225K
Upgrade Shuttle Bus Stops in Yosemite Valley					\$64K	\$64K

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
Southeast Region	\$8K	\$35,728K	\$5,666K	\$1,361K	\$2,314K	\$45,078K
ANJO		(\$4K)				(\$4K)
Rehabilitate Monument Avenue to Correct Cracking and Drainage Problems		4406				4406
BLRI		(\$4,331K)	\$5,496K			\$1,165K
Clean and Seal Surfaces and Joints on Multiple Bridges in Task Order #5		\$1K				\$1K
Construct Geosynthetic Reinforced Soils Wall at Milepost 374.5 Needed Due to Road Failure		(\$5,470)				(\$5,470)
Critical Repair of Devil's Courthouse Tunnel		\$946K				\$946K
Rehabilitate Linville River Bridge M.P. 316.57, Section 2J		\$25K				\$25K
Repair and Resurface Deteriorated Road Section "1D"		\$555K				\$555K
Repair Buck Spring Tunnel 150P		\$18K				\$18K
Repair Defective Railing on Goshen Creek Bridge P094		\$3K				\$3K
Repair Mainline Road Surfaces At MP 400.1 and 404.1 With Deep Patches		\$23K				\$23K
Repair Paving Mainline Section 1L MP 101-105		\$58K				\$58K
Repair Retaining Walls at Ice Rock and Alligator Back			\$5,496K			\$5,496K
Repair Severely Deteriorated Parkway Entrance Ramp at NC 80		\$8K				\$8K
Repair Tanbark Ridge Tunnel P141		\$63K				\$63K
Repair/Repave Deteriorated Road Section "1B" (MP 0 to 6.1)		(\$216K)				(\$216K)
Repair/Resurface Deteriorated Road Section "2J & 2H" (MP 299.4 - 317.5)		(\$1,056)				(\$1,056)
Repairs to US 421 Bridge P091		\$715K				\$715K
Repave/Repair Mainline Road Section 1E - (MP 27.72 to 37.39)		\$25K				\$25K
Repave/Repair Mainline Road Section 2F - (MP 275.50 to 290.82)		\$750K				\$750K
Replace Failed Retaining Wall, Rebuild Road Structure, and Repave at Milepost 358.6		(\$441K)				(\$441K)
Replace Waterproofing Membrane and Wearing Surface on Linn Cove Viaduct P182		\$25K				\$25K
Replace Waterproofing Membrane and Wearing Surface on Roanoke River Bridge P028		\$61K				\$61K
Resurface Deteriorated Parkway Road Section "1C"		(\$423K)				(\$423K)
CALO					\$812K	\$812K
ATP- Ensure and Enhance Transportation Access to CALO-Beaufort Ferry Gateway Planning & Design					\$5K	\$5K
ATP: Ensure and Enhance Transportation Access- Implementation of Harkers Isl Ferry for 2014 Startup					\$49K	\$49K
ATP: Ensure and Enhance Transportation Access- Implementation of Beaufort Ferry Site for 2014 Start					\$10K	\$10K
ATP: Ensure and Enhance Transportation Access- Implementation of Harkers Isl Ferry Phase 2					\$748K	\$748K
CASA					\$110K	\$110K
Rehabilitate the Visitor Center Side Dock at Fort Matanzas National Monument					\$110K	\$110K

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
CHCH		\$3,953K				\$3,953K
Replace Traffic Light Controls and Light Fixture Up-Grade Lafayette Road		\$5K				\$5K
Resurface Route 0011 Lafayette Road and Associated Parking		\$3,949K				\$3,949K
CUGA		\$19K				\$19K
Bridge Repair/Rehab Maintenance		\$19K				\$19K
Cumberland Gap Tunnel Approach - Road Safety Audit		\$0K				\$0K
CUIS					\$210K	\$210K
Rehabilitate Concrete Floating Dock in St.Marys					\$160K	\$160K
Rehabilitate Dungeness Dock to Meet ADA Standards					\$50K	\$50K
EVER		\$0K	\$15K			\$15K
Construct 2.60-Mile Tamiami Trail Bridge			\$15K			\$15K
Replace Culverts and Overlay Paving/Main Park Road-Route 10		\$0K				\$0K
FOPU		\$434K				\$434K
Replace Fort Pulaski Entrance Bridge		\$434K				\$434K
GRSM		\$15,964K		\$1,256K		\$17,221K
8E14--Construct Foothills Parkway 8E Missing Link (Between Sites 7 and 8)				\$219K		\$219K
Construct Foothills Parkway-8E (Missing Link-Bridge 4)				\$215K		\$215K
Construct Site 2 of Foothills Parkway 8E Missing Link				\$17K		\$17K
Construct Site 3 on Foothills Parkway Missing Link				\$239K		\$239K
Construct Site 5 of Foothills Parkway 8E Missing Link				\$28K		\$28K
Construct Site 6 of the Foothills Parkway Missing Link				\$219K		\$219K
Construct Site 7 of the Foothills Parkway 8E Missing Link				\$215K		\$215K
Emergency Repair and Reconstruction of Newfound Gap Road at MP 22 (Landslide Site)		(\$5,144K)				(\$5,144K)
Final Construction and Surfacing of Sections 8E and 8F of the Foothills Parkway Missing Link				\$104K		\$104K
Rehabilitate 9 miles of Historic Roaring Fork Motor Nature Trail and Cherokee Orchard Road		\$1,016K				\$1,016K
Replacement of Roaring Fork Motor Nature Trail Bridges		\$2,017K				\$2,017K
Resurface Gatlinburg Bypass Road		\$171K				\$171K
Resurface Newfound Gap Road and Rehabilitate Guard-walls-TN (Phase III-Milepost 0 to 6.5)		\$16,335K				\$16,335K
Resurface Newfound Gap Road and Rehabilitate Guard-walls-TN (Phase II-Milepost 6.5 to 12.5)		\$613K				\$613K
Resurface Newfound Gap Road and Rehabilitate Guard-walls-TN (Phase I-Milepost 12.5 to 14.5)		\$23K				\$23K
Slide Stabilization on Newfound Gap Road at Milepost 16.5		\$933K				\$933K
GUCO					\$117K	\$117K
Provide Pilot Interpark Shuttle Service for Visitors					\$117K	\$117K
GUIS		233541	\$155K		\$389K	\$310K
Conduct Technical Study of Fort Pickens Area Shuttle Tram Service					\$389K	\$389K

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
Cyclic Asphalt Overlay and roadway rehabilitation as necessary on Fort Pickens Road (Route 12)		\$177K	\$155K			\$332K
Cyclic Asphalt Overlay and roadway rehabilitation as necessary on JEB Way (Santa Rosa Road Route 11)		\$65K				\$65K
Hurricane repair to roads for potential ERFO project		(\$206K)				(\$206K)
Overlay Davis Bayou Unit and Bridge Repairs		(\$269K)				(\$269K)
KEMO		\$0K				\$0K
Seal Coat and Restripe Asphalt Park Roads and Parking Areas		\$0K				\$0K
MACA		\$174K				\$174K
Rehabilitate Cedar Sink Road		\$174K				\$174K
NATR		\$18,669K	\$0K	\$104K		\$18,774K
Construct Multi-Use Trail, Section 3P				\$104K		\$104K
Create Natchez Trace Parkway Interpretive and Orientation Film		\$27K				\$27K
Eliminate Cedar Creek Stream Encroachment Threatening Bridge #0255		\$588K				\$588K
NATR 2A,3W, Paint Structural Steel on Two Bridges			\$0K			\$0K
NATR 2B Repair TN River Bridge		\$375K				\$375K
NATR 3H,J,K,L,M,N; Parkway Rehabilitation		\$11K				\$11K
NATR Bridge 5570-298 & NATR Bridge 5570-181 Repair scour/erosion & damaged beams		\$294K				\$294K
Overlay Park Road - PM Project from MP 110.32 to MP 121.5		\$11K				\$11K
Overlay Park Road - PM Project from MP 20.38 to MP 30.459		\$4K				\$4K
Overlay Park Road - PM Project from MP 289.16 to MP 299.16		\$20K				\$20K
Overlay Park Road - PM Project from MP 30.459 to MP 38.17		\$40K				\$40K
Overlay Park Road - PM Project from MP 334.55 to MP 344.55		\$1,709K				\$1,709K
Overlay Park Road - PM Project from MP 371.02 to MP 378		\$89K				\$89K
Overlay Park Road - PM Project from MP 38.17 to MP 45.04		\$7,523K				\$7,523K
Overlay Park Road - PM Project from MP 428.36 to MP 438.38		\$7K				\$7K
Overlay Park Road - PM Project from MP 59.764 to MP 67.136		\$10K				\$10K
Overlay Park Road - PM Project from MP 77.136 to MP 87.136		\$13K				\$13K
Rehab Parkway - NATR 3G MP 204-219 (Replaces PMIS project 54502)		\$6K				\$6K
Rehab Parkway MP 219-240 Base Repair and Resurface (Replaces PMIS project 90591)		\$759K				\$759K
Rehab Parkway MP 266-282 Base Repair and Resurface		\$148K				\$148K
Repair Bridge - CH John Coffee Memorial Bridge		\$1,531K				\$1,531K
Repair Bridges 5570-405P and 5570-042P (Formerly PMIS 141696)		\$593K				\$593K
Repair Bridges over Little Swan and Big Swan Creeks		\$3,819K				\$3,819K

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
TN Route 100 Interchange Safety Study		\$2K				\$2K
Wedge, Level and Seal Parkway in Ridgeland District (formerly PMIS 90715)		\$1,091K				\$1,091K
OCMU		\$11K				\$11K
Rehabilitate Park Roads		\$11K				\$11K
SERO	\$8K	\$1,037K				\$1,044K
NPS SER Account for DSC GSA Vehicles Used for SER Project Work		\$54K				\$54K
SER - Program and Project Support from VOLPE		\$500K				\$500K
SER Long Range Transportation Plan (LRTP)	\$8K					\$8K
SERO - FLHP COORDINATION & SUPPORT		\$10K				\$10K
SERO Transportation Program Management		\$362K				\$362K
Southeast Region Bridge Management (Bridge Preventative Maintenance Program)		\$98K				\$98K
Southeast Region Pavement and Bridge Preventative Treatment and Spot Safety Improvement Program		\$12K				\$12K
SHIL		\$11K				\$11K
Repair Road Surface on Hamburg-Purdy Road		\$11K				\$11K
VIIS		\$25K			\$677K	\$702K
Emergency Safety Repairs of Northshore Road		\$25K				\$25K
Repair and Rehabilitate the Historic Wharf at Creque Marine Slipway for Public Safety					\$677K	\$677K
Headquarters	\$10,078K	\$3,632K	\$286K	\$9K	\$1,086K	\$15,091K
WASO	\$10,078K	\$3,632K	\$286K	\$9K	\$1,086K	\$15,091K
FLTP WASO PFMD	\$70K	\$3,697K	\$286K	\$9K	\$1,086K	\$5,147K
Geographic Information System/GIS Team	\$250K					\$250K
GIS Support for LRT Planning	\$44K					\$44K
IT support and review for Traffic Count, Traffic Accident/Crash, and GIS with NPS Information Resources (RISD)	\$16K					\$16K
Legacy Crash Data Collection	\$82K					\$82K
Long Range Transportation Planning Process Development	\$0K					\$0K
LRTP Corporate Data Collection	\$22K					\$22K
MS Accident Reporter database	\$48K					\$48K
MS BIP PDC	\$2,957K					\$2,957K
MS BMS	\$775K					\$775K
MS CMS	\$80K					\$80K
MS FLHP Asset Management Planning		(\$46K)				(\$46K)
MS Locations for incident reporting	\$5K					\$5K
MS PMS	\$300K	54				\$300K
MS RIP	\$3,091K					\$3,091K
MS Safety Strategic Framework	\$194K					\$194K
MS TMS, Eastern		(\$18K)				(\$18K)
MS Traffic Data Program	\$1,600K	(\$164K)				\$1,436K

Appendix: Table of Project Obligations (continued)

	<i>Planning (5% Cap)</i>	<i>Category I/3R</i>	<i>Category I/4R</i>	<i>Category II</i>	<i>Category III</i>	<i>Grand Total</i>
MS Traffic Monitoring System, Central	\$325K					\$325K
MS WIP and GIP	\$67K					\$67K
National Long Range Transportation Plan	\$113K					\$113K
PRP PROGRAM & FLH-NPS PARTNERSHIP SUPPORT		\$66K				\$66K
Reveg Performance Monitoring and Evaluation		\$98K				\$98K
Visitor Experience and Long Range Transportation Planning	\$39K					\$39K
Grand Total	\$10,275K	\$184,276K	\$42,015K	\$1,370K	\$12,282K	\$250,217K



This Page and Back Cover: Paving of Natchez Trace Parkway after installation of vibratory stone columns to stabilize the roadway. NPS Photo.

